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PRESS INFORMATION

The new Audi RS 5 Coupé

Condensed information	2
The most important information on the new Audi RS 5 Coupé	
Facts and figures	4
Product highlights at a glance	
The car in detail	6
Everything you need to know about the Audi RS 5 Coupé	
▶ Exterior design	6
▶ Engine	7
▶ Drivetrain	10
▶ Chassis	12
▶ Body	13
▶ Interior	14
▶ Display and controls	16
▶ Infotainment and Audi connect	17
▶ Driver assistance systems	19
▶ Equipment	20



Condensed information

A new form of V6 power: the Audi RS 5 Coupé

In the second generation of the Audi RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197), Audi Sport is presenting its first model to feature the current RS design idiom. Its all-new 2.9 TFSI bi-turbo engine produces 331 kW (450 hp) and delivers 600 Nm (442.5 lb-ft) of torque. The standard quattro drive distributes the power to all four wheels.

“The new Audi RS 5 Coupé is the gran turismo among the RS models from Audi Sport. The high-performance Coupé combines elegant aesthetics with high everyday usability. The car’s V6 bi-turbo has been developed from the ground up and provides significantly more performance coupled with higher efficiency,” said Stephan Winkelmann, CEO of Audi Sport GmbH, in describing the new model.

The designers drew inspiration for the RS 5 Coupé from the distinctive racing details of the Audi 90 quattro IMSA GTO. Massive air inlets with the honeycomb structure typical of RS models characterize the front end of the car. The Singleframe radiator grille is much wider and flatter than in the base model. Next to the headlights are additional lateral air intakes and outlets; tinted bezels differentiate the optional Matrix LED headlights. quattro blisters on the flanks emphasize the pronounced bulges over the wheel arches, which have been widened by 15 millimeters (0.6 in). As standard, these house 19-inch forged aluminum wheels, with 20-inch wheels available as an option. A sporty conclusion to the vehicle is provided by the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and a surface-mounted spoiler lip. With a length of 4,723 millimeters (185.9 in), the new RS 5 Coupé is 74 millimeters (2.9 in) longer than the previous model.

The 2.9 TFSI V6 bi-turbo engine, which Audi developed from the ground up, offers sharp increases in power and efficiency as well as an incomparably full-bodied RS sound. It delivers 331 kW (450 hp). And its peak torque of 600 Nm (442.5 lb-ft) – 170 Nm (125.4 lb-ft) more than the previous model – is available across a broad engine speed range from 1,900 to 5,000 rpm. The top model in the A5 family sprints from 0 to 100 km/h (62.1 mph) in 3.9 seconds, and reaches a top speed of 250 km/h (155.3 mph) – with the optional RS dynamic package it can even reach 280 km/h (174.0 mph).

Both turbochargers of the 2.9 TFSI unit are centrally positioned inside the V of the engine and each of them supplies a single cylinder bank. The B-cycle combustion process with central direct injection represents a new level of efficiency within the RS family. In the NEDC, the V6 bi-turbo consumes just 8.7 liters of fuel per 100 kilometers (27.0 US mpg), which corresponds to 197 grams of CO₂ per kilometer (317.0 g/mi). This is an efficiency gain of 17 percent over the previous model. Also beneficial for the new RS 5 Coupé is a drastic reduction in weight. The vehicle weighs in at 1,655 kilograms (3,648.7 lb) – 60 kilograms (132.3 lb) less than previously. A carbon roof with visible fiber structure is also available as an option.



The bi-turbo's power flows through a sportily-tuned, eight-speed tiptronic transmission with optimized shift times and on to the quattro permanent all-wheel drive which features a self-locking central differential. The drive forces are asymmetrically distributed between the axles in the ratio of 40:60. Dynamic handling with optimum traction and the best-possible levels of safety are thus guaranteed. Audi Sport also offers an optional rear sport differential.

A revised five-link construction is used on the front axle. At the rear, a five-link suspension replaces the trapezoidal-link suspension used on the previous model. This benefits the sporty driving characteristics and agility. It also improves comfort significantly. With the standard RS sport suspension, the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) sits 7 millimeters (*0.3 in*) lower than the base model. As an alternative, Audi Sport also offers the RS sport suspension plus with Dynamic Ride Control (DRC), ceramic brakes and dynamic steering with RS-specific tuning. Drivers can make their personal driving experience more individual, dynamic or comfortable using the standard dynamic handling system Audi drive select.

Bathed in black, the interior is of an extremely high standard and sportily equipped. RS sport seats – optionally available in fine Nappa leather with honeycomb pattern – and the flat-bottomed RS multifunction sport leather steering wheel underscore the character of the high-performance Coupé in the interior as well. The steering wheel rim bears the RS badge, as do the front seat backrests and the shift gate. Special RS displays in the Audi virtual cockpit provide information on tire pressure, torque and g-forces. A shift light prompts the driver to upshift upon reaching the rev limit. The RS design package brings the sporty contrast color red into play on the center console as well as on the armrests, the seat belts and the floor mats with RS logo. The steering wheel, selector lever and knee pads are all covered with Alcantara. The Sonoma green design package from Audi exclusive enriches the interior with appropriately colored contrasting stitching – perfect for the new, exclusive exterior color.

A comprehensive range of infotainment choices is sure to keep everyone on board entertained. Optionally available, the MMI navigation plus with MMI touch includes the Audi connect hardware module. This connects the new RS 5 Coupé to the internet using LTE technology. Thanks to the Audi connect SIM, which is permanently installed in the car, the flat-rate data package for the connect services including Europe-wide roaming is free of charge for three years. Passengers can browse the internet with their mobile devices via the Wi-Fi hotspot option. The Audi smartphone interface uses Apple Car Play and Android Auto to make selected apps available in a separate MMI menu. Operation is easy and intuitive, thanks to natural language voice control, free text search function and the multifunction steering wheel. The touchpad in the center console can be used to zoom, scroll and enter characters. Further high-end technologies, such as the head-up display and as many as 30 driver assistance systems enhance safety, comfort and efficiency. The intelligent interplay between these systems represents another step towards piloted driving.

The new high-performance Coupé is coming to dealerships in Germany and other European countries in June 2017. The base price is 80,900 euros.



Facts and figures

The new Audi RS 5 Coupé

(Combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197)

Exterior design and body

- first Audi Sport model to feature the new RS design idiom
- inspired by the Audi 90 quattro IMSA GTO
- quattro blisters emphasize the sweeping lines over the wide wheel arches (15 mm (0.6 in) wider than the A5)
- additional air inlets/outlets at the front and rear
- even sportier Singleframe grille: wider and flatter than on the base model
- **LED headlights** as standard, with **Matrix LED headlights** optionally available with an RS-specific design (darker tint) and dynamic front and rear indicators, as well as three-dimensional LED rear lights
- gross weight lowered by as much as 60 kilograms (132.3 lb) in comparison to predecessor model
- optional carbon roof (weight reduction: -3 kilograms (-6.6 lb))
- *length*: 4,723 millimeters (185.9 in), +74 millimeters (2.9 in) compared with the predecessor model; *wheelbase*: 2,766 millimeters (108.9 in), +15 millimeters (0.6 in) compared with the predecessor model; *width*: 1,861 millimeters (73.3 in), +1 millimeter (0.04 in) compared with the predecessor model; *height*: 1,360 millimeters (53.5 in), -6 millimeters (-0.2 in) compared with the predecessor model

Engine

- all-new 2.9 TFSI bi-turbo with 331 kW (450 hp)
- 600 Nm torque (442.5 lb-ft), +170 Nm (125.4 lb-ft) compared with the predecessor model
- from 0 to 100 km/h (62.1 mph) in 3.9 seconds, -0.6 seconds compared with the predecessor model
- maximum speed of 250 km/h (155.3 mph), optionally 280 km/h (174.0 mph)
- sporty, direct responsiveness thanks to both turbochargers being positioned within the inside V
- enhanced efficiency: 17 percent less consumption (in comparison with the predecessor model), among other things due to the **B-cycle combustion process** with central direct injection
- distinctive RS sound with emotive growl of the V6 TFSI

Drivetrain

- **eight-speed tiptronic** specially tuned for sporty, dynamic driving
- **quattro permanent all-wheel drive** with self-locking center differential as standard
- electronic Stabilization Control with three modes and **wheel-selective torque control**
- **sport differential** optional



Chassis

- five-link construction at the front and rear axles
- RS sport suspension with sportier setup and more direct handling as standard
- optional RS sport suspension plus with Dynamic Ride Control (DRC)
- new electromechanical power steering, optional [dynamic steering](#)
- dynamic handling system [Audi drive select](#) as standard
- optional high-performance ceramic brake system with perforated 400 mm (15.7 in) disks at the front

Interior

- RS-specific elements for greater sportiness in the interior
- flawless workmanship, sophisticated materials and new colors
- four seats, generously dimensioned interior with more space:
 - +26 millimeters (+1.0 in) shoulder room in the front (compared with predecessor)
 - +23 millimeters (+0.9 in) knee room in the rear (compared with predecessor)

Infotainment and controls

- new MMI control concept with intuitive [free-text search](#) and [natural language voice control](#)
- [Audi virtual cockpit](#) with special RS screen: information on tire pressure, torque and g-forces, as well as a shift light which prompts the driver to upshift
- optional [head-up display](#) with RS-specific display
- Top infotainment system MMI navigation plus with [MMI touch](#) including [Audi connect](#) free of charge for three years, LTE transmission
- Wi-Fi hotspot for connecting mobile devices
- [Audi connect SIM](#) – Europe-wide roaming free of charge
- [Audi connect safety & service](#) with online roadside assistance, emergency call, online service request and remote functions via the [Audi MMI connect app](#)
- [Audi smartphone interface](#) for connecting Apple and Android smartphones
- [Audi phone box](#) for improved reception quality and inductive charging
- Bang & Olufsen Sound System with 3D sound, 19 loudspeakers and 755 watts of power

Driver assistance systems

- up to 30 assistance systems support the driver, including many as standard
- highlights:
 - [adaptive cruise control with stop&go function](#) including [traffic jam assist](#)
 - [park assist](#)
 - [cross traffic assist rear](#)
 - [exit warning](#)
 - [turn assist](#)
 - [camera-based traffic sign recognition](#)
 - [Audi pre sense city](#) (standard) as well as [Audi pre sense basic](#) and [rear](#)



[The car in detail](#)

The gran turismo among the RS models: the new Audi RS 5 Coupé

The Audi RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) unites athletic power with harmonious aesthetics and practical everyday usability. It's newly developed 2.9 TFSI bi-turbo engine produces 331 kW (450 hp) and delivers 600 Nm (*442.5 lb-ft*) of torque. The standard quattro drive distributes the power to all four wheels and guarantees traction, dynamism and stability well into the limits of the possible. The car also impresses with innovative infotainment solutions and the intelligent interplay between numerous driver assistance systems.

Exterior design

The new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) demonstrates its sporty character as a gran turismo at first glance. The designers drew inspiration for the car from the distinctive motorsport details of the Audi 90 quattro IMSA GTO. The front, sides and rear exhibit RS-typical differentiation. Measuring 4,723 millimeters (*185.9 in*) in length, the second generation of the RS 5 Coupé is 74 millimeters (*2.9 in*) longer than the predecessor model. The height is 1,360 millimeters (*53.5 in*) and thus 6 millimeters (*0.2 in*) lower than previously. At 1,861 millimeters (*73.3 in*), the vehicle's width is almost the same as before.

In comparison with the A5 Coupé, the Singleframe radiator grille appears broader and flatter thanks to its new honeycomb structure. It bears both the quattro lettering and the RS 5 emblem. Beneath it, a blade in contrasting color runs between the air inlets, connecting these with one another. These also adopt the three-dimensional honeycomb structure and underline the dynamism of the RS 5 Coupé.

The standard headlights use [LED](#) technology, while the optional [Matrix LED headlights](#) are distinguished by their darker tinted bezels. Alongside them are additional lateral air inlets, which make this top-performing athlete appear even wider and more aggressive.

All terms in blue in the text are explained in detail in the technology lexicon at www.audi-mediacenter.com/en/technology-lexicon.



The front of the RS 5 Coupé looks sportily aggressive thanks to massive air inlets and RS bumpers with a blade in contrasting color. The broad Singleframe with high-sheen black honeycomb grille and quattro lettering highlights an aluminum-look frame.

A sharply drawn shoulder line in the form of the characteristic wave lends the new RS 5 Coupé an emotively elegant expression. For the first time, it now has a three-dimensional form and thus creates interplay between light and shadow. quattro blisters on the flanks emphasize the pronounced bulges over the wheel arches, which have been widened by 15 millimeters (*0.6 in*). The widened door sills are painted in the vehicle color and also feature inserts in black or optionally carbon. The exterior mirror housings are in matt aluminum look and optionally also in carbon, in the vehicle color or in black.

Sporty accents on the short rear end come in the form of the RS-specific diffuser insert, the oval tailpipes of the RS exhaust system and the vertical air outlets on the outer edges of the LED rear lights. A surface-mounted spoiler lip in black, or optionally in carbon, rounds out the image.

The styling packages – gloss black, carbon and matt aluminum – provide even more customization options. Overall, the RS 5 Coupé is available in seven colors, with Audi Sport also offering the exclusive paint color Sonoma green metallic. In the Audi exclusive range, there are also numerous freely selectable exterior paint finishes available.

Engine

With the newly developed 2.9 TFSI, Audi has drawn upon the legendary 2.7 liter V6 from the first RS 4 Avant. Produced between 1999 and 2001, it delivered 280 kW (380 hp). Just like the 2.7 liter engine, the new high-performance V6 is also designed as a bi-turbo engine. In comparison with its direct predecessor, a freely-aspirated, high-revving V8 unit, its pulling power and efficiency attain a whole other dimension.

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From 1,900 to 5,000 rpm, the 2.9 TFSI supplies the crankshaft with an impressive 600 Nm (*442.5 lb-ft*) of torque, which is 170 Nm (*125.4 lb-ft*) more than on the previous model. With its 331 kW (450 hp) – which equates to a power ratio of 155.5 hp per liter displacement – the unit accelerates the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) from zero to 100 km/h (*62.1 mph*) in 3.9 seconds and thus six tenths of a second faster than before. If the customer orders the RS dynamic package, Audi increases the electronically restricted top speed from 250 km/h (*155.3 mph*) to 280 km/h (*174.0 mph*).

AUDI RS 5 Coupé	2.9 TFSI
Displacement in cc	2,894
Max. power output in kW (hp) at rpm	331 (450) at 5,700-6,700
Max. torque in Nm (<i>lb-ft</i>) at rpm	600 (<i>442.5</i>) at 1,900-5,000
Top speed in km/h (<i>mph</i>)	250 (<i>155.3</i>), optionally 280 (<i>174.0</i>)
Acceleration 0-100 km/h (<i>0-62.1 mph</i>) in s	3.9
Combined fuel consumption in l/100 km (<i>US mpg</i>)	8.7 (<i>27.0</i>)
Combined CO₂ emissions in g/km (<i>g/mi</i>)	197 (<i>317.0</i>)
Drive system	quattro permanent all-wheel drive
Transmission	eight-speed tiptronic

Modular concept: the new V6 generation

The 2.9 TFSI was derived from the 3.0 TFSI used in the Audi S5. Because of the greater forces inside the engine, the valve lift has been shortened by 3 millimeters (*0.1 in*) to 86 millimeters (*3.4 in*). With its unchanged bore of 84 millimeters (*3.3 in*), the displacement is 2,894 cm³. The crankcase integrates thin-walled cylinder liners made of gray cast iron and the crankshaft main bearing has a 2-millimeter (*0.08 in*) larger diameter compared with the 3.0 TFSI.

The crankcase is created from an aluminum-silicon alloy by means of sand casting and weighs just 34 kilograms (*75.0 lb*). The so-called “deep-skirt” design extends the walls of the crankcase far downwards, which also saves weight. The entire engine weighs just 182 kilograms (*401.2 lb*) which makes it 31 kilograms (*68.3 lb*) lighter than its V8 predecessor. Gross weight and axle load distribution are the predominant beneficiaries of this in the new RS 5 Coupé.

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Typically Audi is the positioning of the exhaust side within the V

Each of the two turbochargers on the 2.9 TFSI is assigned to a single cylinder bank and can build up a maximum of 1.5 bar charge pressure. Like with all new V6 and V8 engines from Audi, the turbochargers are installed within the 90-degree angle of the cylinder banks, and thus the exhaust side of the cylinder heads is on the inside, while the intake side is on the outside of the engine. This layout enables compact construction and short gas flow paths with minimal flow losses – the 2.9 TFSI responds extremely spontaneously to movement of the accelerator pedal.

Fuel savings: the new B-cycle combustion process

The high-output V6 doesn't just impress with its strong performance, but also with its high level of efficiency. In the NEDC, it consumes just 8.7 liters of fuel per 100 kilometers (*27.0 US mpg*), which corresponds to 197 grams CO₂ per kilometer (*317.0 g/mi*). This means a 17 percent consumption saving compared with the previous model. A decisive factor in this is the new TFSI combustion process from Audi, which is known as the **B-cycle**. It has been specifically designed for the partial-load range, which is the predominant operating mode during normal use.

In the induction tract, the intake valves close well before the piston reaches bottom dead center. This very short opening time keeps the fresh gas flow comparatively small. When the piston moves back up again after reaching bottom dead center, the compression phase starts later than usual. This allows a high geometric compression ratio of 10.0:1 – the combustion then takes place in a relatively small volume. In comparison to the short compression phase, the expansion phase is extended, which results in a high level of efficiency.

In the classic Miller cycle, the reduced cylinder charge is detrimental to torque and power output. These aspects have been neutralized by Audi thanks to the implementation of turbocharging and the two-stage **Audi valvelift system (AVS)**. The four camshafts of the 2.9 TFSI can each be adjusted by 50 degrees crank angle. At higher load and engine speed ranges, AVS closes the inlet valve later. The opening time increases from 130 to 200 degrees crankshaft angle, while at the same time the valve lift increases from 6.0 to 10.0 millimeters (*0.2 to 0.4 in*). Cylinder charging also increases considerably – the 2.9 TFSI revs up powerfully and delivers an impressive output.

An important component of the **B-cycle combustion process** is the central position of the injectors in the combustion chamber. In the area around the inlet valve, this makes possible a geometry which, in interaction with the inlet ports, allows for targeted mixing up of the gas charge. The common-rail system injects the fuel into the combustion chamber with 250 bar of pressure – the high injection pressure ensures a homogeneous spray pattern and consequently a uniform propagation of the flame front.

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Separate circuits: thermal management

A further efficiency component of the 2.9 TFSI is the thermal management system. The crankcase and the cylinder head have separate coolant circuits. After a cold start, the switchable water pump controls the flow of coolant through the engine so that the oil is warmed up as quickly as possible. The exhaust manifolds are integrated in the cylinder head, and coolant circulates around them which helps ensure rapid warming up. When the engine is warm, this technology lowers the exhaust temperatures – consumption drops drastically, especially when driving in a sporty way. The great efficiency of the V6 bi-turbo is also partly to do with low friction. For example, the fully adjustable oil pump only builds up as much pressure as necessary.

The chain drive uses a new concept to reduce the drive power required: the crankshaft drives the balancer shaft via gears, with the shaft lying far down in the V of the cylinder banks. From here chains run to the four camshaft sprockets. These are trioval in shape, i.e. they have a slightly triangular shape, in order to compensate for peak forces. The balancer shaft rotates on roller bearings with particularly low levels of friction.

Powerful: the sound of the V6 bi-turbo

Even just starting the vehicle, it has a distinctive sound. At high loads, the flaps in the exhaust system open in order to provide an even fuller sound. Using the standard dynamic handling system [Audi drive select](#), the driver can control the opening and closing of the flaps themselves – both on the standard RS exhaust system as well as on the optional RS Sport exhaust system with black tailpipe trims. The intake system of the V6 bi-turbo has also been extensively optimized: pipes in polished stainless steel allow the unhindered flow of the air inwards.

Drivetrain

The fast, spontaneously and sportily shifting [eight-speed tiptronic](#) with optimized shift times is standard on the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197). The layout of its gear sets and shifting elements results in low drag torques and thereby to a high efficiency level. Its large number of gears very frequently makes it possible to operate the engine close to its ideal load point. The lower gears have short, sporty ratios, while the upper gears are long in order to reduce revs and fuel consumption.

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The driver can select between the D and S modes and can use the special RS shift paddles on the steering wheel for manual gear changes. All commands are transmitted to the transmission electrically – by wire. The dynamic starting function controls starts with optimum traction. Using it, the RS 5 Coupé can unfold its full acceleration potential. Prerequisite: the ESC sport mode must be active and the selector lever must be in the S position.

Dynamic power distribution: the quattro drive

The [quattro permanent all-wheel drive](#) is a unique selling point in the segment. With its asymmetrically dynamic setup, it makes a great contribution to the sporty yet stable handling of the new RS 5 Coupé. In regular driving, the system delivers slightly more power to the rear axle. Its purely mechanical center differential directs 60 percent of the torque to the rear axle and 40 percent to the front. If slip occurs at one axle, most of the power is rapidly redirected to the other axle – up to 70 percent to the front or up to 85 percent to the rear axle. These high locking figures enable a clearly defined torque distribution and precise interplay with control systems.

The optional [Sport differential](#) with RS-specific tuning ensures an even more dynamic response when cornering and accelerating. It distributes the torque actively and in a targeted manner between the rear wheels. In the latest generation, the differential now weighs around one kilogram (*2.2 lb*) less.



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The [wheel-selective torque control](#) rounds out the work of the quattro drive system. When cornering fast, it applies precisely calculated brake interventions at the wheels on the inside of the curve before they begin to spin. The difference between propulsive forces at the wheels makes the car turn into the curve ever so slightly – agility, precision and stability are all further improved.

Tuned specifically to the RS: stabilization control with three modes

The developers have applied RS-specific tuning to the Electronic Stabilization Control (ESC) and the anti-slip control. In addition to the normal mode, there is also a sport mode in which the ESC intervenes later. This mode provides additional driving pleasure, and also enables controlled drifting on low-friction road surfaces. If the driver pushes the button for longer than three seconds, the ESC switches off completely to allow particularly sporty handling.

Chassis

The axle concept of the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) enables optimal absorption of longitudinal and transverse forces. A revised five-link construction is used on the front axle. At the rear, a five-link suspension replaces the trapezoidal-link suspension used on the previous model. This benefits the sporty driving characteristics and agility. It also improves comfort significantly. With the standard RS sport suspension, the new RS 5 Coupé sits 7 millimeters (*0.3 in*) lower than the base model. Audi Sport offers the RS sport suspension plus with Dynamic Ride Control (DRC) as an alternative. It uses steel springs and three-stage adjustable dampers that are connected to one another via diagonal oil lines and a central valve. When cornering at speed, the valves regulate the oil flow in the shock absorber of the spring-deflected front wheel at the outside of the curve. They increase the support provided and reduce pitch and roll movements. They thus connect the vehicle more closely to the road and improve handling. A new damper generation with integrated control valve ensures much more noticeable spread between the individual modes of the Audi drive select system.

Drivers can create their own personal driving experience using the standard dynamic handling system. [Audi drive select](#) influences the characteristics of both the engine and the steering. What's more, the system also adapts the characteristic curve for shifting, as well as the exhaust flaps and further optional modules to suit the four modes: auto, comfort, dynamic and individual.

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As an alternative to the further-developed electromechanical power steering, Audi also offers [dynamic steering](#) with RS-specific tuning. This uses a superposition gear to vary its ratio by up to 100 percent, depending on the car's speed and the mode selected in the Audi drive select dynamic handling system. At the cornering limits, the system countersteers with tiny impulses, thus further boosting the dynamism and driving safety. In the dynamic setting within Audi drive select, the superposition of the dynamic steering is stiff in order to support a more sporty driving style.

As standard, the RS 5 Coupé rides on 19-inch lightweight forged wheels with 265/35 tires. Upon request, 20-inch wheels in various designs are available, among which the new, especially lightweight fully milled wheel. It uses 275/30 tires. Behind the big wheels are powerful RS steel brakes with perforated composite disks. At the front axle, these have a diameter of 375 millimeters (*14.8 in*), while at the rear, they measure 330 millimeters (*13.0 in*). The six-piston brake calipers with RS logos are painted in black, or optionally in red. Upon request, Audi can also equip the front axle with high-performance ceramic brakes featuring six-piston brake calipers and perforated disks with a diameter of 400 millimeters (*15.7 in*).

Body

Just like the entire A5 model family, the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) also benefits from a drastic reduction in weight. It weighs in at 1,655 kilograms (*3,648.7 lb*) – 60 kilograms (*132.3 lb*) less than previously. The body of the new RS 5 Coupé is among the lightest in the segment. Thanks to geometrical lightweight construction and an intelligent mix of materials, it weighs 15 kilograms (*33.1 lb*) less than the body of the previous model. The module cross member under the instrument panel, for instance, consists of extruded aluminum profiles and sheets, and the front cross member is an extruded profile.

The front strut domes are made of highly integrated cast aluminum parts. Compared to sheet steel components made of many individual parts that are welded together, they are eight kilograms (*17.6 lb*) lighter. This construction allows a very stiff connection between the upper links and the body for the best-possible steering response – optimal conditions for dynamic handling.

Hot-formed parts form the high-strength, crash-safe backbone of the occupant cell. They reinforce the transition from the front body to the interior, the front zone of the roof frame, the B-pillars, side sills and parts of the floor. The proportion of these parts in the body structure is 17 percent. A carbon roof with visible fiber structure is also available as an option, delivering a further weight saving of 3 kilograms (*6.6 lb*).

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The excellent torsional rigidity of the body is the foundation for a highly precise driving response as well as for peace and quiet on board. This allows the new RS 5 Coupé to be a step ahead of its competitors. Switchable engine bearings ensure comfort at idle. The new RS 5 Coupé also scores top marks for passive safety. In the interior, the adaptive occupant restraint system for the front seats offers outstanding protection. It adjusts the effect of the front airbags and the seat-belt force limiters to the seating position of the driver and front passenger as well as to the type of frontal collision.

Interior

The increased dimensions of the gran turismo, the 15-millimeter (*0.6 in*) longer wheelbase and more compact seats increase the space for the driver and passengers. The shoulder room in the front row of seats has been increased by 26 millimeters (*1.0 in*) and the knee room in the rear by 23 millimeters (*0.9 in*). The central armrest in the front with storage compartment, the big door pockets, two cup holders and a new, closed stowage compartment beneath the rotary light switch further increase the car's everyday usability. One standard feature offering additional convenience to the driver and front passenger is the seat belt height adjustment featuring extending and retracting power belt feeds. The rear bench seat provides space for two passengers and integrates a practical stowage tray between the two seats, as well as a folding armrest. The backrests can be folded forward in the ratio 40:20:40 using the remote unlocking feature in the trunk.

The luggage compartment offers ten liters (*0.4 cu ft*) more volume than before. It now holds a best-in-segment value of 465 liters (*16.4 cu ft*). The tailgate opens automatically and the two-door Coupé can be ordered from Audi with optional sensor control. With this, a proximity sensor in the rear bumper reacts to a kicking motion. The tailgate unlocks and opens automatically if the optionally available advanced key is detected.



Sporty interior in black and red: the flat-bottomed RS sport leather steering wheel is standard, as are the stainless steel pedals and RS sport seats. As an option, they can be covered in fine Nappa leather with honeycomb pattern. Red contrasting stitching adds emphasis to the steering wheel, center console, armrests, seats and floor mats. Carbon decorative trim underlines the dynamic appearance.



The horizontal architecture of the instrument panel creates a vast sense of spaciousness in the high-quality, sportily appointed interior of the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197). As standard, it welcomes the driver and passengers with illuminated door sills bearing the RS 5 logo. LED light guides trace the contours of the doors and the center console – doing so in 30 different colors in combination with the optional ambient lighting.

The interior is black. RS sport seats with rhombus pattern and embossed RS emblem underline the character of the high-performance Coupé. They are available in a combination of leather and Alcantara, and feature seat heating and a lumbar support. The RS sport seats are optionally available in fine Nappa leather with honeycomb pattern and contrasting stitching. They are also available in perforated Milano leather.

The flat-bottomed 3-spoke RS multifunction sport leather steering wheel features multifunction buttons for convenient operation of the infotainment system. Equally integrated are high-gloss black shift paddles with aluminum elements. The steering wheel rim bears the RS badge, as does the RS-specific shift gate. An additional optical highlight is the optional RS design package. It brings the sporty contrast color red into play on the center console as well as on the armrests, the seat belts and the floor mats with RS logo. The steering wheel, selector lever and knee pads are all covered with Alcantara. The Sonoma green design package from Audi exclusive enriches the interior with appropriately colored contrasting stitching – perfect for the new, exclusive exterior color.

Display and controls

As standard, the RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) features large RS-specific analog instruments for speed (scale up to 320 km/h (*198.8 mph*)) and revs. Between them is the 7-inch color driver information system. In the basic version, the Audi MMI display in the center console also measures 7 inches, whereas the optional MMI navigation plus has a screen diagonal of 8.3 inches.

The all-digital [Audi virtual cockpit](#) is an alternative to the standard analog dial instruments. With a resolution of 1,440 x 540 pixels, the 12.3-inch TFT display provides detailed and selectable graphics. As with all RS models, the RS screen supplements the infotainment and classic displays. It places the rev counter with integrated digital display for speed in central focus. The driver can configure other

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displays around this, such as torque (in Nm), power (in percent), tire pressure and temperature (in bar/°C) and g-forces. The rev counter also serves as a shift indicator: if the eight-speed tiptronic is in manual mode, green, orange and red segments are activated sequentially as the revs increase. Just before the engine reaches the limit, the entire scale flashes red. The lap timer, a further function of the RS menu, records up to 99 laps and compares the times against each other. Also displayed is the status of important technical components, such as the temperature of the tires, engine oil and transmission fluid, as well as tire pressure.

Another option available is the [head-up display](#). It projects all relevant information onto the windshield in the driver's direct field of vision as easily comprehensible symbols and digits. Drivers can then keep their eyes on the road. Here, too, the RS 5 Coupé features specific content like the shift light and displays for lap times and oil temperature.

Operation of the infotainment system occurs via the round rotary push-button on the broad, asymmetrically designed center console. It can be optionally ordered with a touch-sensitive touchpad on its surface for entering characters as well as for multi-finger gestures. Furthermore, the driver can select functions by means of [natural language voice control](#), which recognizes many phrases from everyday life. The intelligent [free text search](#) function delivers search results after only a few characters have been entered and, together with the multifunction steering wheel, it rounds out the operating concept.

Optionally available from Audi for the RS 5 Coupé is a deluxe automatic climate control system. It regulates air temperature and distribution separately for the driver, front passenger and rear seat passengers. The digital temperature displays in the cockpit are integrated into the dials. Just a few buttons and dials are sufficient for convenient control. When a finger approaches one of the sensory switches, its function is shown enlarged on the dark LCD display and can be selected by pushing the button. Rear seat passengers set the temperature using a separate control unit in the rear center console.

Infotainment and Audi connect

A comprehensive infotainment offering ensures the greatest level of entertainment on-board the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197). The optionally available MMI navigation plus with [MMI touch](#) features an 8.3-inch monitor with a resolution of 1,024 x 480 pixels. In addition to a DVD drive and a 10 GB flash memory, the high-end system also features two card readers, an AUX-IN connection and a USB connection with charging

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function. The [Audi connect](#) hardware module is equally included. It connects the high-performance Coupé with the internet using LTE technology. Thanks to the [Audi connect SIM](#), which is permanently installed in the car, the flat-rate data package for the connect services including Europe-wide roaming is free of charge for three years. Passengers can browse the internet with their mobile devices via the optionally available [Wi-Fi hotspot](#).

With the traffic sign and hazard information services, the first Car-to-X technologies are already on-board in the new RS 5 Coupé. These connect the car to other Audi models so that they can exchange information almost in real time via the Audi connect SIM.

With traffic sign information, the on-board camera analyzes speed limits and reports the data via the cellular phone network to a server in the cloud. The server collects the data, processes it and makes it available to other Audi drivers. Driver assistance systems use this information for predictive and efficient cruise control. The information also flows into updates to Audi navigation maps.

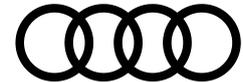
With the hazard information service, cars warn one another about accidents, broken-down vehicles, slippery road surfaces or impaired visibility. The system does this by analyzing multiple parameters, such as the in-car electronics, data from the rain and light sensors, the headlights and the operating mode of the windshield wipers. It reports an accident or breakdown as soon as the eCall system makes an emergency call or an airbag deploys. The system forwards saved information to the cloud. The warnings then appear in the instrument cluster and are read aloud as voice messages in the car.

The free [Audi MMI connect app](#) offers many other features, such as transferring your smartphone's calendar to the MMI. It provides access to countless music and audio book titles via Aupeo! and Napster as well as to over 4,000 internet radio stations. Destinations from Google Maps, points of interest (POIs) and the entries from the "Travel" service can be transferred from your smartphone to your car's navigation system using the app.

The functions included in the standard [Audi connect safety & service](#) package are likewise convenient and informative. With the remote functions which it includes, the driver can use the Audi MMI connect app to remotely access the vehicle status and call up the location where the vehicle is parked, as well as lock or unlock the car. The package also includes the new functions emergency call, online roadside assistance and Audi service request.

The [Audi smartphone interface](#) integrates iOS and Android cellphones via Apple

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CarPlay and Android Auto respectively into an environment within the MMI developed specially for them. The [Audi phone box](#) connects the smartphone to the vehicle antenna for improved reception quality and charges the smartphone inductively via wireless charging according to the Qi-standard.

Concerning the topic of hi-fi, too, the RS 5 Coupé sets new standards. The optional [Bang & Olufsen Sound System with 3D sound](#) introduces the spatial dimension of height. It utilizes four additional loudspeakers, two each in the instrument panel and the A-pillars. The music sounds like it is being played in a concert hall. The heart of the system is a 755-watt, 16-channel amplifier that drives 20 speakers. Two subwoofers behind the side panel trims in the rear generate the bass.

Driver assistance systems

With up to 30 driver assistance systems, the new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) is superior to its competitors. Some of the solutions are standard features, while the optional systems can be ordered individually or as groups of systems as part of the “Parking,” “City” and “Tour” packages. An intelligent combination of different technologies enhances safety, comfort and efficiency. Meanwhile the brand with the four rings is also taking the next step toward piloted driving.

Playing a central role here is the [adaptive cruise control \(ACC\) with stop&go function](#) including [traffic jam assist](#). The ACC keeps the RS 5 Coupé at a safe distance to the vehicle in front by automatically accelerating and braking. The driver can choose between five distance stages and adjust acceleration and system response via Audi drive select. The system works together with tiptronic over the entire speed range from 0 to 250 km/h (*155.3 mph*). The stop & go function brakes the vehicle to a standstill and enables automated restarting at the driver’s request. In slow-moving traffic up to 65 km/h (*40.4 mph*), traffic jam assist decelerates and accelerates the vehicle autonomously. On well-built roads, it can temporarily also take over steering. Within the system limits, the car automatically follows the vehicles ahead, thus relieving the strain on the driver.

The [predictive efficiency assistant](#) evaluates GPS information from the car’s immediate surroundings and helps to save fuel by giving specific driving advice – a unique feature in this segment. The [collision avoidance assist](#) helps the driver to drive around an obstacle and thereby avoid an accident. Based on data from the front camera, ACC and radar sensors, it computes a recommended avoidance track within a fraction of a second. Rounding out the lineup are such assistance systems as [turn assist](#), [park assist](#), [cross traffic assist rear](#), [exit warning](#), [camera-based traffic sign recognition](#) and [Audi active lane assist](#).

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As standard, the new RS 5 Coupé is equipped with the [Audi pre sense city](#) system. It monitors the road at speeds of up to 85 km/h (52.8 mph), detects both other vehicles and pedestrians, and initiates full braking in an emergency. Even the lane change assistant [Audi side assist](#) is standard. It warns the driver from a speed of 15 km/h (9.3 mph) as soon as the sensors detect a vehicle in the blind spot or if a vehicle rapidly approaches from the rear. In such cases, an LED lights up in the exterior mirror.

The [speed limiter](#), a standard feature, can be set to a speed between 30 and 250 km/h (18.6 to 155.3 mph) as desired by the driver – a very useful tool in cities or when driving through roadworks, for example. In the case of initial signs of driver inattention being detected, the system issues a warning which recommends taking a break.

Equipment

The new RS 5 Coupé (combined fuel consumption in l/100 km: 8.7; combined CO₂ emissions in g/km: 197) draws up to the start line with a comprehensive range of standard equipment. Including, among other things, [LED headlights](#) and LED rear lights, RS sport suspension, 19-inch aluminum forged wheels, RS exhaust system and the [Audi drive select](#) dynamic handling system. Ensuring a sporty air in the dark interior are the RS sport seats in a leather-Alcantara mix with rhombus pattern and lumbar support, as well as a flat-bottomed RS multifunction sport leather steering wheel and stainless steel pedals. At the same time, RS 5 drivers benefit from a comfortable ride thanks to climate control, MMI radio plus with 7-inch color display, Bluetooth, belt feeds in conjunction with seat belt height adjustment and adjustable [speed limiter](#). Completing the rich offer of standard equipment are the assistance systems [Audi pre sense city](#), [Audi side assist](#), [parking system plus](#), [multicollision brake assist](#) and the [Audi connect safety & service](#) package including vehicle control.

In June 2017, the new RS 5 Coupé will arrive at dealers in Germany and other European countries. The base price is 80,900 euros. The second generation of the high-performance model is expected to follow in the successful footsteps of its predecessor. Audi has delivered more than 13,000 units of the latter since 2010.

Further information on official fuel consumption figures and the official specific CO₂ emissions of new passenger cars can be found in the “Guide on the fuel economy, CO₂ emissions and power consumption of all new passenger car models,” which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).

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